

Highway Construction Capital Improvement & Preservation Program State Route 395

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
395 South Central (Benton)	08	539504A I4	<u>US 395/19TH AVE KENNEWICK - NOISE WALLS</u> This project is to construct a 2 mile long noise wall barrier along SR 395 to protect area residents from highway traffic noise.	19TH & CLEARWATER	(15.58)	(17.59)		03-05	05-07	07-09	09-11	11-13			
New Revenue (Referendum 51)									194	306				500	+/-40%
										2,026	1,200			3,226	*
									194	2,331	1,200			3,726	
US 395/19TH AVE KENNEWICK - NOISE WALLS (Total)														3,726	
									194	2,331	1,200				
395 South Central (Franklin) (Benton)	08 16	539503C I1	<u>US 395/KENNEWICK/PASCO VIC. - STUDY</u> Provides resources to perform a feasibility study on 2.13 miles of SR 395 to determine whether additional lanes on SR 395 or an additional route around Pasco would better reduce traffic congestion and accommodate future traffic concerns.	KENNEWICK/PASCO VIC.	(17.89)	(20.02)									
Additional Revenue Required for Completion									1,239	1,261				2,500	+/-40%
									1,239	1,261				2,500	
US 395/KENNEWICK/PASCO VIC. - STUDY (Total)														2,500	
									1,239	1,261					
395 South Central (Franklin)	16	539504G P1	<u>US 395/PASCO VICINITY-PAVING</u> Resurface 2.1 miles of existing roadway pavement and restore signing, striping and other safety features in the Pasco vicinity.	PASCO VICINITY	(23.31)	(25.40)									
Funded									31	26				57	+/-20%
										533				533	+/-20%
									31	559				589	
US 395/PASCO VICINITY-PAVING (Total)														589	
									31	559					

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395 South Central (Franklin)	16	539503A I2	<u>US 395/HILLSBORO STREET INTERCHANGE</u>	PASCO VICINITY	(23.47)	(24.21)										
Project will reduce traffic congestion, improve operating speed of the cross roads with SR 395, and provide safer access to the adjacent businesses by eliminating the Hillsboro Street at-grade crossing.																
Funded																
Design (PE)							1,221								1,221	*
Right of Way							2,388			958					3,346	*
Construction							4,537	3,161							7,697	*
							8,145	3,161	958						12,264	
US 395/HILLSBORO STREET INTERCHANGE (Total)							8,145	3,161	958						12,264	
395 South Central (Franklin)	16	539504C P1	<u>US 395/FOSTER WELLS RD. TO CREST LOCH RD</u>	NORTH OF PASCO	(25.40)	(30.52)										
Resurface 5.1 miles of existing roadway pavement and restore signing, striping and other safety features from Foster Wells Road to Crest Loch Road.																
Funded							120								120	*
Design (PE)																
Construction							19	1,021							1,040	+/-20%
							139	1,021							1,160	
US 395/FOSTER WELLS RD. TO CREST LOCH RD (Total)							139	1,021							1,160	
395 South Central (Franklin)	09 16	539503D P1	<u>US 395/CREST LOCH RD. TO EAST ELM RD.</u>	NORTH OF PASCO	(30.52)	(36.10)										
Resurface 5.6 miles of existing roadway pavement and restore signing, striping and other safety features between Crest Loch Road and East Elm Road.																
Funded							130								130	+/-20%
Design (PE)																
Construction							15	1,144							1,159	+/-20%
							145	1,144							1,289	
US 395/CREST LOCH RD. TO EAST ELM RD. (Total)							145	1,144							1,289	

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395 South Central (Franklin)	09	539502O P3	<u>US 395/UNSTABLE SLOPE AT ELTOPIA MP 39.5</u>	ELTOPIA VICINITY	(39.42)	(39.62)										
Contain rockfall by removing any loose rocks and placing wire mesh on the slope.																
Funded				Design (PE)	Jul-01	May-03	60								60	+/-30%
				Right of Way	Oct-02	Apr-03	11								11	+/-30%
				Construction	Apr-03	Dec-03	369	61							430	+/-30%
							440	61							501	
US 395/UNSTABLE SLOPE AT ELTOPIA MP 39.5 (Total)							440	61							501	
395 Eastern (Spokane)	03 04 07	600006A I1	<u>NSC- I-90 TO TRENT AVE</u>	SPOKANE	(157.23)	(158.08)										
This 0.85 mile segment of the North Spokane Corridor improves mobility and increases capacity by extending the northbound four-lane viaduct from Trent Avenue south to Main Street. This project will construct a temporary US 395 crossover in the vicinity of Mission Avenue and from Main Avenue to Second Avenue. Ray Street will be widened; intersections at Sprague Avenue and Ray Street, and Second Avenue and Ray Street will be improved by channelization and signals. Off-ramps will be constructed at the Trent Avenue Interchange and a Pedestrian/Bike Path will also be constructed.																
Additional Revenue Required for Completion				Design (PE)	Jan-10	Jan-12					4,756	1,644			6,400	+/-40%
				Construction	Dec-11	Dec-14						43,133	50,389		93,522	+/-40%
											4,756	44,777	50,389		99,922	
NSC- I-90 TO TRENT AVE (Total)											4,756	44,777	50,389		99,922	
395 Eastern (Spokane)	03 04 07	600008A I1	<u>NSC- I-90 TO SPOKANE RIVER/ACCESS CONN</u>	NORTH SPOKANE	(157.23)	(158.89)										
This 1.66 mile segment of the North Spokane Corridor improves mobility and increases capacity by constructing the southbound viaduct from Main Street to the Spokane River including the Spokane River Bridge. Includes ramps to and from I-90 and the collector distributor. Improvements such as channelization, signalization, and widening at Freya Street and Trent Avenue will also be constructed.																
Additional Revenue Required for Completion				Design (PE)	Jan-07	Jan-13					1,564	8,940	8,940	6,556	26,000	+/-40%
				Construction	Dec-12	Dec-15								23,153	381,955	+/-40%
											1,564	8,940	8,940	29,709	358,802	407,955
NSC- I-90 TO SPOKANE RIVER/ACCESS CONN (Total)											1,564	8,940	8,940	29,709	358,802	407,955

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								03-05	05-07	07-09	09-11	11-13				
395 Eastern (Spokane)	03 04 07	600000A II	<u>NORTH SPOKANE CORRIDOR</u> This project provides resources for preliminary design, purchase of Right of Way, and provides access control for the new North Spokane Corridor on US 395. Individual sections of the corridor will be designed and constructed under separate projects.	SPOKANE	(157.41)	(167.61)										
			Funded	Design (PE)	Apr-90	Aug-03	10,526	200							10,726	*
				Right of Way	Sep-99	Jun-07	32,190								32,190	*
							42,716	200							42,916	
			New Revenue (Referendum 51)	Right of Way	Dec-02	Jun-09	10,000	25,000	20,000	17,000					72,000	+/-30%
							10,000	25,000	20,000	17,000					72,000	
			Additional Revenue Required for Completion	Right of Way	Jul-07	Jul-13				14,000	35,338	34,279		353	83,970	+/-30%
										14,000	35,338	34,279		353	83,970	
			NORTH SPOKANE CORRIDOR (Total)				52,716	25,200	20,000	31,000	35,338	34,279		353	198,886	
395 Eastern (Spokane)	03 04 07	600005A II	<u>NSC- TRENT AVE TO FRANCIS AVE</u> This 3.37 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by constructing a four lane north bound viaduct from Trent Avenue to the Spokane River including the Spokane River Bridge. Also includes: paving the four northbound lanes to carry two-way traffic from the Spokane River to the median cross-over south of Wellesley Avenue and paving two lanes south and north-bound from the temporary median crossover to Freya Street. Over-crossings will also be constructed at Francis Avenue including the BNR crossings north of Francis. Other facilities include a park and ride lot east of the southern junction of the Market/Haven couplet, and a pedestrian/bike path from Francis Avenue to the Spokane River.	SPOKANE	(158.08)	(161.45)										
			Additional Revenue Required for Completion	Design (PE)	Jan-06	Nov-09			1,615	7,452	4,533				13,600	+/-40%
				Construction	Oct-09	Oct-11					191,383	1,001			192,384	+/-40%
									1,615	7,452	195,917	1,001			205,984	
			NSC- TRENT AVE TO FRANCIS AVE (Total)						1,615	7,452	195,917	1,001			205,984	

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395 Eastern (Spokane)	03 04 07	600004A II	<u>NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV.</u>	SPOKANE	(158.89)	(161.64)									
			This 2.75 mile segment of the North Spokane Corridor (NSC) will improve mobility and increase capacity by realigning railroad tracks at the Market/Greene Street crossing and between Garland Avenue and the vicinity of Francis Avenue. The Market/Greene Street/Illinois Avenue Intersection will be realigned and signalized and a new railroad bridge will be built over the realigned Market/Greene Street. New railroad bridges will be built over Wellesley Avenue, the Wellesley Interchange East on and off ramps, and Francis Avenue. Other components include arterial improvements on Wellesley Avenue from Market Street to Freya Street and on Francis Avenue from Market Street to Freya Street.												
			<i>Additional Revenue Required for Completion</i>	<i>Design (PE)</i>	<i>Jun-06</i>	<i>May-08</i>									
				<i>Construction</i>	<i>Apr-08</i>	<i>Nov-09</i>									
								1,508	1,292					2,800	+/-40%
									26,074	9,023				35,097	+/-40%
								1,508	27,366	9,023				37,897	
			NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV. (Total)												
								1,508	27,366	9,023				37,897	
395 Eastern (Spokane)	03 04 07	600007A II	<u>NSC-SPOKANE RIVER TO US 2</u>	SPOKANE	(158.89)	(165.92)									
			This 7.03 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by paving the four southbound lanes of US 395 with Portland Cement Concrete from north of Jackson Street to Garland Avenue and the remaining northbound & southbound lanes from Garland Avenue to the US 2 Interchange.												
			<i>Additional Revenue Required for Completion</i>	<i>Design (PE)</i>	<i>Oct-14</i>	<i>Feb-16</i>									
				<i>Construction</i>	<i>Jan-16</i>	<i>Nov-17</i>									
													2,400	2,400	+/-40%
													41,888	41,888	+/-40%
													44,288	44,288	
			NSC-SPOKANE RIVER TO US 2 (Total)												
													44,288	44,288	
395 Eastern (Spokane)	03 04 07	600001A II	<u>NSC-FRANCIS AVENUE TO HAWTHORNE ROAD</u>	SPOKANE	(161.95)	(164.90)									
			This project will improve mobility and increase capacity by constructing a segment of the North Spokane Corridor (NSC) for a four-lane divided highway from the Francis/Freya Interchange to the Park-smith Road Interchange. Also includes paving the northbound on-ramp from Freya Street, the southbound off-ramp to Freya Street, and the improvement of Freya Street from Francis Avenue to Lincoln Road. Overcrossings will be constructed at Freya, Lincoln & Gerlach Roads. Pedestrian/bike path will be constructed through this segment, as well as a park & ride facility at Freya/Wilding Street.												
			<i>Additional Revenue Required for Completion</i>	<i>Design (PE)</i>	<i>Jul-06</i>	<i>Dec-09</i>									
				<i>Construction</i>	<i>Nov-09</i>	<i>Dec-11</i>									
								3,023	7,113	1,363				11,500	+/-40%
										102,503	42,397			144,900	+/-40%
								3,023	7,113	103,867	42,397			156,400	
			NSC-FRANCIS AVENUE TO HAWTHORNE ROAD (Total)												
								3,023	7,113	103,867	42,397			156,400	

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395 Eastern (Spokane)	03 04 07	600002A II	<u>NSC-HAWTHORNE ROAD TO US 2</u> This 1.72 mile project on US 395 in Spokane improves mobility by constructing the first segment of the North Spokane Corridor (NSC) to include a four-lane divided highway northbound and southbound from Hawthorne Road to US 2. The first stage of this segment includes grading, constructing a subgrade, and drainage features from Hawthorne Road to US 2. This first stage is funded, but additional revenue is required to complete this project. Other facilities include: a bike path, noise walls, and Intelligent Transportation System Components.	SPOKANE	(164.20)	(165.92)									
			Funded	Design (PE)	Jun-00	Aug-03	2,915	20						2,935	+/-30%
				Construction	Jun-01	Aug-02	4,729							4,729	*
							7,644	20						7,664	
			New Revenue (Referendum 51)	Design (PE)	Oct-03	Jan-06		3,174	926					4,100	+/-30%
				Construction	Jul-03	Oct-07		7,500	43,662	8,838				60,000	+/-30%
								10,674	44,588	8,838				64,100	
			NSC-HAWTHORNE ROAD TO US 2 (Total)				7,644	10,694	44,588	8,838				71,764	
395 Eastern (Spokane)	03 04 07	600003A II	<u>NSC-US 2 TO WANDERMERE VICINITY</u> This 1.71 mile project on US 395 in Spokane improves mobility and increases capacity by constructing a segment of the North Spokane Corridor (NSC) for four lanes of divided highway northbound & south-bound from US 2 to Wandermere vicinity. Includes realignment of Shady Slope Road and overcrossings over the North Spokane Corridor and US 2. Other facilities include a Pedestrian/Bike Path, Intelligent Transportation Systems components, and a Park and Ride lot south of Farwell Road and east of Cherry Road.	SPOKANE	(165.92)	(167.63)									
			Funded	Design (PE)	Nov-00	Sep-03	400							400	*
							400							400	
			New Revenue (Referendum 51)	Design (PE)	Dec-02	Nov-07	223	1,687	2,461	349				4,720	+/-30%
				Construction	Sep-04	Sep-09		6,227	26,465	30,497	2,500			65,688	+/-30%
							223	7,914	28,926	30,845	2,500			70,408	
			NSC-US 2 TO WANDERMERE VICINITY (Total)				623	7,914	28,926	30,845	2,500			70,808	
395 Eastern (Ferry) (Stevens)	07	639517J II	<u>US 395/N SPOKANE TO CANADA CORRIDOR</u> This project provides resources for preparing an environmental analysis of the US 395 Corridor from north Spokane to the Canadian Border for a total of 86.5 miles.	SPOKANE NORTH	(183.69)	(270.26)									
			Funded	Design (PE)	May-95	Jun-07	958	206	336					1,500	*
							958	206	336					1,500	
			US 395/N SPOKANE TO CANADA CORRIDOR (Total)				958	206	336					1,500	

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395 Eastern (Stevens)	07	639521A P1	<u>US 395/IMMEL ROAD TO ARDEN-PAVING</u> This 10.26 mile project north of Chewelah on US 395 from Immel Road to Arden preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	NORTH OF CHEWELAH	(212.67)	(222.95)										
			Funded	Design (PE)	Mar-02	Jan-03	247								247	*
				Construction	Mar-02	Oct-03	1,017	2,234							3,252	+/-30%
							1,264	2,234							3,499	
			US 395/IMMEL ROAD TO ARDEN-PAVING (Total)				1,264	2,234							3,499	
395 Eastern (Ferry) (Stevens)	07	639599C P1	<u>US 395/COLVILLE TO COLUMBIA RIVER-PAVING</u> This 11.56 mile project north from Colville to the Columbia River preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway	COLVILLE NORTH	(230.17)	(241.73)										
			Funded	Design (PE)	Oct-99	Jan-04	170								170	*
				Construction	Dec-03	Oct-04		2,529							2,529	+/-15%
							170	2,529							2,698	
			US 395/COLVILLE TO COLUMBIA RIVER-PAVING (Total)				170	2,529							2,698	
395 Eastern (Ferry) (Stevens)	07	639524C I2	<u>US 395/COLUMBIA R BR 395/545 THRIE BEAM</u> Install 0.24 miles of Thrie Beam Guardrail to upgrade the substandard bridge rail system in an effort to contain and redirect errant vehicles on this section of US 395 approximately 2.5 miles west of Kettle Falls.	WEST OF KETTLE FALLS	(241.49)	(241.73)										
			Funded	Design (PE)	Jul-03	Jan-04		34							34	+/-20%
				Construction	Dec-03	Aug-04		195							195	+/-20%
								229							229	
			US 395/COLUMBIA R BR 395/545 THRIE BEAM (Total)					229							229	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future		
395 Eastern (Ferry)	07	639514E I4	<u>US 395/DEADMAN CRK FISH BARRIER RETROFIT</u>												
			N OF KETTLE FALLS		(247.72)	(247.82)									
			This project north of Kettle Falls on US 395 between Kettle Falls and Orient replaces a culvert to remove the barrier to migratory fish passage.												
			Funded	Design (PE)	Jan-02	Jan-04	132	30					162	*	
				Right of Way	Jul-03	Aug-04		11					11	+/-30%	
				Construction	Dec-03	Aug-04		998					998	+/-30%	
							132	1,039					1,171		
			US 395/DEADMAN CRK FISH BARRIER RETROFIT (Total)												
							132	1,039					1,171		
395 Eastern (Ferry)	07	639524J P1	<u>US 395/BOYDS TO CANADA - BST</u>												
			NW OF KETTLE FALLS		(248.54)	(270.26)									
			This 21.69 mile project northwest of Kettle Falls on US 395 extends from Boyds to the Canadian Border and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.												
			Funded	Construction	Nov-03	Aug-04		483					483	+/-20%	
								483					483		
			US 395/BOYDS TO CANADA - BST (Total)												
								483					483		
			US 395/BOYDS TO CANADA - BST (Total)												
					483					483					